

APPROVED FOR RELEASE: 2007/02/09: CIA-RDP82-00850R000100050029-4

15

1 of 1

FOR OFFICIAL USE ONLY

JPRS L/8458

15 May 1979

TRANSLATIONS ON USSR TRADE AND SERVICES
(FOUO 6/79)

U S S R

U. S. JOINT PUBLICATIONS RESEARCH SERVICE

FOR OFFICIAL USE ONLY

NOTE

JPRS publications contain information primarily from foreign newspapers, periodicals and books, but also from news agency transmissions and broadcasts. Materials from foreign-language sources are translated; those from English-language sources are transcribed or reprinted, with the original phrasing and other characteristics retained.

Headlines, editorial reports, and material enclosed in brackets [] are supplied by JPRS. Processing indicators such as [Text] or [Excerpt] in the first line of each item, or following the last line of a brief, indicate how the original information was processed. Where no processing indicator is given, the information was summarized or extracted.

Unfamiliar names rendered phonetically or transliterated are enclosed in parentheses. Words or names preceded by a question mark and enclosed in parentheses were not clear in the original but have been supplied as appropriate in context. Other unattributed parenthetical notes within the body of an item originate with the source. Times within items are as given by source.

The contents of this publication in no way represent the policies, views or attitudes of the U.S. Government.

COPYRIGHT LAWS AND REGULATIONS GOVERNING OWNERSHIP OF
MATERIALS REPRODUCED HEREIN REQUIRE THAT DISSEMINATION
OF THIS PUBLICATION BE RESTRICTED FOR OFFICIAL USE ONLY.

FOR OFFICIAL USE ONLY

JPRS L/8458

15 May 1979

TRANSLATIONS ON USSR TRADE AND SERVICES

(FOUO 6/79)

CONTENTS

PAGE

INTERNATIONAL ECONOMIC RELATIONS

Trade Agreement With Italian Company (IL SOLE-24 ORE, 9 Mar 79)	1
Critic of 'Product Sharing' With USSR (THE JAPAN TIMES, 12 Apr 79)	3
Trade Relations With Italy Examined (Roberto Stagno; CORRIERE DELLA SERA, 9 Mar 79)	4
Briefs Japanese Fair in Moscow	7

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

Modeling Demographic Processes, Labor Resources (N. A. Basalayeva; MODELIROVANIYE DEMOGRAFICHESKIKH PROTSESSOV I TRUDOVYKH RESURSOV, 1978)	8
Review of Book on Regional Aspects of Labor Resources Use (A. Dadashev; VOPROSY EKONOMIKI, Feb 79)	12

TRANSPORTATION

Railway Construction Goals Surveyed (G. Kh. Savchenko; PUT' I PUTEVOYE KHOZYAYSTVO, No 10, 1978)	17
--	----

- a -

[III - USSR - 38 FOUO]

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

INTERNATIONAL ECONOMIC RELATIONS

TRADE AGREEMENT WITH ITALIAN COMPANY

Milan IL SOLE-24 ORE in Italian 9 Mar 79 p 6

[Article by E.O.: "F.A.T.A. Receives 120 Billion Lire Order from USSR--Will Build Four Tire Plants"]

[Text] Milan--A delegation of the F.A.T.A. [expansion unknown] industrial group based in Turin returned from Moscow yesterday. The delegation was headed by Gaetano Di Rosa, president of F.A.T.A., and took part in the first working meeting of a joint technical and scientific committee formed bilaterally with the Soviet Ministry of Petroleum Refining and Petrochemical Industry to plan the building of four major pneumatic tire manufacturing plants which have in fact been contracted with F.A.T.A.

The order, which was consummated during this most recent mission, had been under discussion for some time. Its total value is 120 billion lire. Originally, F.A.T.A. was to have furnished all the facilities necessary for the transportation, warehousing and automation relative to two manufacturing plants. Subsequently (in fact, in just the past few days), an all-inclusive agreement was reached on four plants, for a total value, as has been indicated, of 140 million dollars (over 120 billion lire): one of the most substantial turn-key orders ever awarded to private Italian industry in recent years.

The agreement is on a European scale, in that it involves all branch organizations of the F.A.T.A. group (which has establishments in Great Britain, France, Germany and Spain, besides the three production units in Turin and the one in Caserta). Payment by the Soviets will be effected through use of portions of the credit lines already opened with the several European countries involved.

F.A.T.A. is already well known in the USSR, through its having, among other things, supplied portions of the Fiat establishment in Togliattigrad and of some Pirelli plants. The innovative aspect of the new order, however, is the new technology involved. The factories to be built will in fact incorporate criteria representing a totally new departure, developed by the enterprise over the course of several years as it went from the manufacture of cranes and hoists into that of conveyor belt system and 'aerial conveyors,' all designed for the internal handling of materials in factories.

FOR OFFICIAL USE ONLY

A direct dividend being realized on the order's technological value is the interest being shown in its originality by all the major multinationals in the pneumatic tire sector. F.A.T.A. and the USSR intend to obtain and jointly develop patents and know-how, to be jointly owned and marketed, granting manufacturing rights and exclusive sales rights to third parties, and splitting the royalties. The prime mission of the delegation which returned to Italy yesterday was, in fact, to render the technical and scientific part of the cooperation agreement operative. A second meeting will be held in Italy next year.

F.A.T.A., as has been pointed out, has multinational characteristics. Its billings for the year ending on 31 December 1978 totaled 120 billion lire (corporate capital 3.3 billion). Its investments totaled 4 billion, and its 1979 business plan calls for 4.5 billion for this purpose. It has 1750 employees in Italy (including the state-controlled Agudio, the world's largest manufacturer of cableways, and SAM, which specializes in high-pressure die-casting), and 5000 employees in all.

COPYRIGHT: 1979, Editrice Il Sole-24 Ore s.t.l.

9399

CSO: 3104

FOR OFFICIAL USE ONLY

INTERNATIONAL ECONOMIC RELATIONS

CRITIC OF 'PRODUCT SHARING' WITH USSR

Tokyo THE JAPAN TIMES in English 12 Apr 79 p 12

[Text] Shigeo Nagano, president of the Japan Chamber of Commerce and Industry, said Wednesday that Japanese industries will have to abandon the so-called Product Sharing (PS) method for new Japan-Soviet joint development projects in Siberia.

He told reporters that Japanese industries will find it difficult to accept some industrial goods to be produced as well as natural resources to be developed in proposed Japan-Soviet joint ventures.

Nagano was referring to the three new joint projects proposed by Ivan F. Semichastnov, Soviet first deputy foreign trade minister, at the Fourth Executive Meeting of the Japan-Soviet Business Cooperation Committee, held in Tokyo in February.

The three projects are asbestos mining in Molodezhnaya, construction of a series of iron mills on the East Coast of Russia, and construction of a copper smelting plant in Udokan.

Because of the abundant copper supplies on the world market and the resultant low prices in recent months, Nagano said, Japanese industries are reluctant to import copper to be developed in Udokan.

Japanese industries concerned are now studying the possibility of accepting, for instance, crude oil instead of copper, and also coal and other steel production materials instead of steel products, Nagano said.

In this connection, he also revealed that he will propose to the Soviet Union that the Eighth Plenary Meeting of the Japan-Soviet Business Cooperation Committee be held in mid-September in Moscow to discuss those problems.

COPYRIGHT: THE JAPAN TIMES 1979

CSO: 1812

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

INTERNATIONAL ECONOMIC RELATIONS

TRADE RELATIONS WITH ITALY EXAMINED

Milan CORRIERE DELLA SERA in Italian 9 Mar 79 p 14

[Article by Roberto Stagno: "Italy-USSR Trade Seeks Takeoff Point--Trade Relations Between the Two Countries in Shakedown Phase After Years of Growth"]

[Text] After years of rather rapid growth without major snags, Italian-Soviet trade relations are now going through a very delicate shakedown phase. There is a chance that the development of trade between the two countries may bog down in a mire of problems, little and big, made harder and frequently unpleasant by the difficulties that have for some time beset the two economies.

Officially it is being termed a standstill, although with a less pessimistic inflection by the Soviets; it must be noted, however, that their data are based on statistics compiled according to somewhat different criteria than are used by the Italians for calculating trade flow. Thus, the trade flow figures do not coincide; generally speaking, the Soviet data are more "optimistic."

Both parties insistently dwell on the need to impart a new momentum to trade between them, and reaffirm their reciprocal pledges to overcome the "impasse," in their mutual interest. But, having dispensed with the brushing up again of the corollary ritual of declarations of good will, of mutual esteem, and of pleasure with the progress of cooperation between their two countries, their positions show unmistakable signs of "rigidity" which, at least temporarily, dimm the prospects.

At the annual meeting of the Italo-Soviet Chamber of Commerce, which took place recently in Moscow, Minister of Foreign Trade Patolichev renewed the invitation to Italian enterprises to take part in the vast Soviet economic development programs, but at the same time laid down firmly the requirement that our country purchase more industrial machinery and tools and not limit itself to raw materials (80 percent of which consist of energy resources).

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

The key to participation in major Soviet Projects, Patolichev recalled, is agreements based on "compensation."

The meaning of this formula was clearly explained by Brezhnev at the Soviet Communist Party's 21st congress: "The capitalist countries must import from the USSR a larger quantity of finished goods; counterpart agreements must be greatly increased: we receive credits, machinery and manufacturing licenses, and we pay with part of the production of the factories thus constructed, or with the products of other factories."

Counterpart operations obviously represent an ideal formula for the USSR, which is short of foreign currency and of applied industrial technology. Those operations, however, conceal many snares for our country, even if none other than strictly commercial ones. In effect, payment in finished goods entails the risk, for Italian enterprise, of not being able to find buyers for those goods, which frequently are competitive with our own.

Small and medium Italian enterprises, especially, are in general not organized to "recycle" at bearable costs, domestically or abroad, the goods they would receive in payment for their exports. Perhaps a partial solution to this problem may be found as organizations of the "world trade center" type become operational.

Over and above this difficulty, however, the real brake on development of commercial interchange with the USSR is the one-sided trade balance: During the 1970's, only 1975 resulted in a positive net balance for us (over 90 billion lire).

Our deficit is thus acquiring structural characteristics, and there is reason to believe that the Italian trade balance debit to the Soviet Union is not a passing phenomenon. On the contrary, the deficit will probably increase in the coming years, if for no other reason, because of the burden of raw material imports, which can hardly be compressed, since they are for the most part "precious" energy products.

Last year, the trade imbalance with the USSR reached a record peak of over 450 billion lire. In a period of 2 years, the Soviet Union has gained exchange assets totaling over 600 billion lire. Clearly, a more equitable trade balance is, for us, an indispensable requirement for increasing the volume of trade. "The growth of trade must be dynamic but, above all, coordinated and balanced," Undersecretary of Foreign Affairs Radi (chairman of the Joint Italo-Soviet Commission) stated in clear terms in Moscow.

Counterpart operations aside, it seems evident that a trade balance readjustment can be more easily achieved through an increase in Soviet imports than through a reduction of Italian ones. Comparative data relative to other countries, in fact, reveals that the former is feasible.

FOR OFFICIAL USE ONLY

The volume of Soviet imports from Italy is substantially below that of its imports from Germany, from Japan, from the U.S., and from France, while Italy's imports from the USSR are second only to Germany's in volume. Furthermore, the USSR's trade with Italy represents for the USSR less than 3 percent of its total foreign trade.

As regards terms of credits, to which the Soviets are highly "sensitive," Italy has until now deployed a substantial effort if measured against its capabilities and the volume of trade between the two (nearly 2.3 trillion lire in 1978 according to preliminary figures): In the space of barely 4 years (since 1974, that is), we have lent the USSR money totaling nearly 3 billion dollars, with terms of payment extended over substantial periods of time.

The USSR's recurrent positive trade balances should therefore, considering also the importance of the Italian market for Soviet exports, enable the USSR not only to address repayment of the debt but also to expand its purchases (even in cash) from our country.

It would be truly the last straw—certain Italian transactors in Moscow have commented—if, given the USSR's overall debt situation, its consistent positive trade balance with Italy were being spent elsewhere; for example, to pay off short-term debts, especially to banks in those countries, like Germany and the United States, with which the Soviet trade balance is heavily in deficit.

COPYRIGHT: 1979 Editoriale del "Corriere della Sera" s.a.s.

9399
CSO: 3104

FOR OFFICIAL USE ONLY

INTERNATIONAL ECONOMIC RELATIONS

BRIEFS

JAPANESE FAIR IN MOSCOW--The Japanese Embassy and the Soviet Chamber of Commerce have agreed in principle on holding a Japanese exposition here next year, according to embassy sources. The exposition will be the first of its kind. The embassy sources said it will not only show machines and industrial plants, but will also present various aspects of Japan. The contents of the exposition and when to hold it have yet to be worked out. The embassy sources said Japan hopes to hold it around October after the Moscow Olympic games are over. The Soviet Chamber of Commerce will shortly make a formal request to hold the exposition to Jetro, which will sponsor it, and will ask Japanese Government departments and Japanese economic organizations for their full cooperation. [Tokyo ASAHI EVENING NEWS in English 29 Jan 79 p 1 OW]

CSO: 1812

7
FOR OFFICIAL USE ONLY

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

MODELING DEMOGRAPHIC PROCESSES, LABOR RESOURCES

Moscow MODELIROVANIYE DEMOGRAFICHESKIKH PROTSESSOV I TRUDOVYKH RESURSOV in Russian 1978 pp 1, 2, 3-5, 88

[Book by N. A. Basalayeve]

[Excerpts] Title Page:

Title: MODELIROVANIYE DEMOGRAFICHESKIKH PROTSESSOV I TRUDOVYKH RESURSOV (Modeling of Demographic Processes and Labor Resources)

Author: N. A. Basalayeve

Publisher: Izdatel'stvo Nauka

Place and year of publication: Moscow, 1978

Signed to Press Date: 16 May 1978

Number of Copies Published: 2,500

Number of Pages: 88

Brief Description

This work is dedicated to the problems of modeling and prognosticating the numerical strength of the population and labor resources. In it the most important questions, arising in the systems analysis of socioeconomic and demographic development, are examined as a postulate, the existing models of prognostication of demographic processes and labor resources are analyzed, and a system of models of prognostication of the numerical strength of the population and labor resources is constructed. This work is meant for experts in the field of modeling socioeconomic development, experts-demographers, students and graduate students of economic VUZ's.

Table of Contents

Introduction	3
Chapter I. Modern Models of Demographic Processes	6

FOR OFFICIAL USE ONLY

1. General problems of the analysis of demographic processes.	6
2. Characteristics of the demographic blocks of models of Forrester and Meadows	11
3. Representation of demographic processes in the model of Mesarovich-Pestel'	22
4. Imitational-computing complex of models of Rayatskas and Zhemaytaytite	31
Chapter II. Construction of a System of Models of the Contour "Demography and Labor Resources"	39
1. Building a system of models of the contour "Demography"	39
2. Socioeconomic factors affecting birthrate	47
3. Brief characteristics of the effect of demographic processes on economic development	66
4. Building a system of models of the contour "Education"	74
5. Description of models of the contour "Labor Resources"	81

Introduction

The growth of USSR national economy, the expansion of possibilities, and the increasing complexity of tasks of its development have substantiated the need for a systems, complex approach to its planning and management. The complexity of the system of planning means that all yielding to quantitative description factors of the growth of socialist economy, as well as factors of a sociological nature must be taken into account when plans of future development are devised.

In the report of L. I. Brezhnev at the 24th CPSU Congress it was pointed out: "More and more often we come across the fact that realization of the most important economic and sociopolitical tasks requires not five years, but a great deal more time. In this connection there arises the question of prospective long-term planning of the development of the national economy, supported by the forecasts of the nation's population growth, needs of the national economy, of scientific and technical progress."¹

In socialist society planning and management lean on detailed statistical information about the condition and utilization of natural and economic resources, among which the most important role belongs to the population. Information about the population characterizes on the one hand the extent of the labor force, and on the other the extent of need for it which must be utilized as a result of the economic functioning of society. Consequently, estimate of the numerical strength of the population and labor resources is laid as the cornerstone when forecasting the socioeconomic development of society.

In the introduction to a UN publication it is pointed out that it even makes no sense to emphasize the significance of estimates of the future development of the population for countries, wishing to plan their economic and social

¹ "Materialy XXIV c"yezda KPSS" [Materials of the 24th CPSU Congress], Moscow, Politizdat, 1973, p 67.

FOR OFFICIAL USE ONLY

development. Development programs which attempt to satisfy the immediate needs of the people cannot be realized rationally without taking into consideration the expected numbers and composition of the population. Without using works which are based first of all on the numbers and composition of the population, it is obviously impossible to evaluate national resources even approximately.²

The results of demographic forecasts are used to evaluate the prospects of the age and sex composition and numerical strength of the population, to compute the balance of the labor force, to plan production and consumption, housing construction, development of health services, and so forth. However, up to the present time the demographic forecast uses on the whole the population theory and to an insignificant extent the results of forecasts of the economic and sociopolitical development of society.

The present monograph sets as its aim the construction of a system of models of the calculation of demographic indicators and indicators of labor resources of the national economy which would represent part of the integrated complex of models describing the functioning of the national economy.

The minimum aggregate of various aspects of this functioning, in our opinion, embraces: demographic processes, formation and utilization of labor resources; production and distribution of the national product and the national income; formation and utilization of the budget; incomes and expenditures of the population. The system of models, unifying the mentioned processes, must coordinate the characteristics of production, consumption, and accumulation.

The general methodological principle of separation of the minimum needed number of blocks for a complex description of the functioning of the economy consists in their correspondence to the most important sections of the plan of national economic development. This principle results from the real structure of the national economy, under the existing organization of planning, for a mathematical apparatus for checking out and evaluating the selected versions of the plan. Besides that, only with such structural description of the economic system is it possible to supply mathematical models with real information about the course of production processes for the preceding period.

Such organization of the structure of the integrated system of models is not the only one possible. In a number of works other arrangements of blocks are suggested which are more or less consolidated in comparison with those offered by us in this work.

We follow from the fact that the system of models "Demography and Labor Resources," being somewhat isolated, is at the same time closely interconnected with the above-mentioned systems of models. In order to formulate the needed

² Methods for Population Projections by Sex and Age.--"Population Studies," 1956, N 25, s.15.

FOR OFFICIAL USE ONLY

demands to the composition and structure of the block "Demography and Labor Resources" and on their basis to build a system of models, we consider it expedient to analyze presently existing systems of models which tie in the demographic, economic, social, and other problems into a single complex.

However, with studies of this nature it is necessary to clearly demarcate socioeconomic factors according to their meaning and results to which they lead one under the conditions of socialist and capitalist society, to critically use the methodology of foreign studies which ignore the material nature of demographic phenomena.

COPYRIGHT: Izdatel'stvo "Nauka", 1978

8502

CSO: 1823

FOR OFFICIAL USE ONLY

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

REVIEW OF BOOK ON REGIONAL ASPECTS OF LABOR RESOURCES USE

Moscow VOPROSY EKONOMIKI in Russian No 2 Feb 79 pp 114-117

[Review by A. Dadashov of the book "Formirovaniye i ispol'zovaniye trudovykh resursov (Sotsial'no-ekonomicheskkiye aspekty regional'nykh issledovaniy)" by M. I. Dolishniy, Izdatel'stvo Naukova dumka, Kiev, 1978, 272 pages]

[Text] This monograph studies the socioeconomic aspects of the problem of using labor resources efficiently. The author focuses his main attention on developing theoretical questions of employment and on substantiating ways of increasing labor resources use effectiveness based on a study of the regional features of their reproduction.

In examining methodological questions of analyzing employment under socialism, M. Dolishniy describes in detail the positions of a number of researchers on the question of the essence and criteria of employment effectiveness in socialist society. He singles out three periods in the movement of the active portion of the population -- 1923-1930, 1930-1970, and the present period -- within the framework of which the socioeconomic tasks corresponding to the objective development of productive forces at different stages of building communism were resolved.

The author defines optimum employment, that is, adequate to the conditions of developed socialism, as "that ratio of an available working population to means of employment at which the fullest use is made of the labor and production potential" (p 14). And the criteria of effectiveness are also derived from this -- a quantitative measure permitting the evaluation and comparison of particular employment variants in terms of economic value.

This formulation is on the whole correct, but in our opinion, it fails to consider the qualitative aspect which determines the essence and criteria of employment effectiveness and its socioeconomic content. Under developed socialism, the reference must be not only to the quantitative ratio of "an available working population to means of employment," but also to the qualitative relationship determining the development of a workforce in society -- both at the regional level and within a branch -- in accordance with the development of substantive production factors. Any anomaly in the qualitative aspect of employment, given the "quantitative ratio," does not ensure

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

its effectiveness, for it leads in the one case to underutilization of the intellectual potential of the workforce and in the other, to inefficient operation of the production apparatus created in society. Incidentally, it should be said in fairness that, in spite of his inadequately precise definition of the criterion of optimum employment, the author does examine individual elements of the qualitative aspect of optimum employment subsequently, when analyzing the content and nature of labor under conditions of scientific and technical progress.

In M. Dolishniy's opinion, the task of studying regional problems of optimum employment "consists in examining branch employment questions in close conjunction with those factors of regional growth and the demographic situation which directly influence the regional features of labor resources formation, efficient use and redistribution" (p 21). In this connection, the work analyzes the distribution of those employed by sphere and branch of labor application and ways of perfecting the employment structure given the intensification of social production.

The author views the use of labor resources as closely linked to scientific and technical progress and singles out in this connection the basic factors influencing workforce economy: growth in the equipment available to production, improvement in labor organization, improving worker skills, developing the service sphere, and others. In studying the question of freeing manpower [for other work] under socialism, he correctly notes that this liberation occurs not only as a result of scientific and technical progress, although that does play the leading role, but also, and importantly, through the gradual departure from production of women employed in jobs with hazardous working conditions (p 71).

But the analysis of regional (in connection with changes in the distribution of productive forces) and demographic factors influencing the freeing of manpower for other work seems to us insufficiently complete, a number of questions being presented somewhat vaguely. Neither can we agree with the author's assertion that, under socialism, the freeing of manpower as a result of scientific and technical progress "is primarily a relative liberation" (p 71). Economic practice confirms as well the presence of an absolute freeing of manpower in particular sectors of social production.

Statistics do not record these data appropriately, but the lack of reporting is no argument in favor of rejecting the phenomenon itself, which can also be expressed quantitatively. Incidentally, the author asserts on p 94 that mechanization and automation "permit a relative and an absolute freeing of manpower...."

The book analyzes in some detail the relative freeing of manpower in Ukrainian SSR industry and at large enterprises in L'vovskaya Oblast. The importance of particular steps to introduce new equipment in freeing manpower in various branches of UkrSSR industry is demonstrated.

FOR OFFICIAL USE ONLY

In presenting regional problems of efficient labor resources use, the author notes that there are regions and cities described as having a labor shortage in terms of labor resources balance even within regions considered as a whole to have a labor surplus. Hence the importance of a territorial productive forces organization which will ensure the efficient use of labor resources and increased social production effectiveness. In this connection, the Carpathian region, part of the Southwestern Economic Region of the UkrSSR and considered by the author to be relatively well-provided with labor, is analyzed in detail.

M. Dolishnyi links the efficient use of labor resources to the continued specialization of industrial production and to improvement in the organizational structure of industrial management in the region. The book reveals the role of associations as a promising form of production specialization and cooperation and of socioeconomic activation of the population of small and medium-sized cities of L'vovskaya Oblast and the Carpathian region as a whole.

The book's positions on agricultural employment and the opportunities for freeing manpower from it for nonagricultural branches are put forward in an interesting manner. The author demonstrates the complexity of analyzing the problem of labor resources use in agriculture and describes the main ways of redistributing manpower. However, although agriculture does have available to it certain labor reserves, they still "cannot be considered translatable directly in terms of average-annual workers who might immediately be drawn into the social labor process" (p 143). A number of conditions and factors (especially the relative immobility of rural labor resources) which superimpose restrictions on the territorial and branch redistribution of manpower must still be taken into account. The author therefore substantiates the expediency of creating small enterprises for processing local raw material, subsidiary trades, and so forth, in rural areas.

In analyzing employment in the services sphere, much attention is paid to the question of the composition of branches in this sphere. Three groups of branches are delineated. The first includes branches meeting workers' personal needs in terms of material goods (why not the whole population?! -- A. D.); the second -- branches meeting the spiritual and physical needs of workers, and the third and final group -- branches of production services, including science and scientific production servicing, and the administrative apparatus of state, economic and other institutions and organizations.

This classification of services-sphere branches can be used to analyze the planning of labor resources employment and improvement in its structure by sphere and branch of the economic complex of a given region as well. Unfortunately, the author does not use this opportunity and limits himself to simply establishing the distribution of those employed by sphere of labor application (USSR, UkrSSR, Southwestern Economic Region, L'vovskaya Oblast) and analyzing employment in branches of the nonproductive sphere for the UkrSSR and USSR.

FOR OFFICIAL USE ONLY

At the same time, it would have been possible here to demonstrate the present status and possible scope of increasing employment in the first and second groups of branches of the services sphere in connection with change in the numbers and composition of the population of a given region; it would also have been appropriate to have analyzed this by branches of the third group of this sphere, but in this case, in connection with growth in material production and improvement in its structure. It is in precisely this foreshortened form that the regional aspect of employment could "shine," permitting the disclosure of the influence of specific conditions and local features on the distribution and use of the region's labor resources.

A large portion of the book is devoted to studying socioeconomic factors of increasing the effectiveness of labor resources use. The author looks critically at the factor classifications common to the economic and sociological literature and bases his own approach on developing a system of socioeconomic factors. An attempt is made to single out a sociology of labor resources as an applied socioeconomic science of the conditions which ensure the optimum development and use of the capabilities of the individual personality for labor and those of the collective and of society as a whole (p 170).

Based on this, M. Dolishniy combines all the conditions and factors corresponding to them into eight groups and notes the decisive role of economic conditions and the socioeconomic factors linked to them in increasing production efficiency at all levels of production management. Among all the socioeconomic factors, the monograph examines working conditions and personnel turnover, the most important social reserve-generating factors.

In this regard, the concept of "working conditions" is revealed in detail and is interpreted as the aggregate of socioeconomic, technological, sanitary-hygienic, psychological and aesthetic factors of the production environment which influence people during their labor activity (p 199). Personnel turnover is examined at various levels of management, specifically from the point of view of the individual enterprise, individual branch of industry, the national economy as a whole, and the individual worker.

The book also studies the regional aspect of personnel turnover. However, the author's formulation of the content of this problem seems unsuccessful to us. The shifting of manpower outside a region is simply migration, and if labor resources which are surplus in absolute terms migrate, that is far from being "turnover." In the author's opinion, "personnel turnover" means simply workforce movement caused by worker subjective dissatisfaction with objective working conditions (p 210), with no attention being paid to the reverse -- enterprise "dissatisfaction" with a particular worker.

The book takes an interesting approach to evaluating the economic loss from turnover. It is suggested that it be calculated by adding direct and indirect losses to additional expenditures on retraining, moving, and so forth. Statistics are given describing worker movement, including turnover in industry in the UkrSSR and L'vovskaya Oblast and at individual industrial

FOR OFFICIAL USE ONLY

enterprises. In analyzing questions of securing personnel, the author proposes a method he has developed for evaluating personnel stability.

In the final chapter, M. Dolishniy correctly notes that in their present form, the labor resources balances show only the distribution of those employed by branch of material production and nonproductive sphere, without considering qualitative workforce characteristics. His recommendations on "deconsolidating" and detailing individual items in the balance merits attention. Thus, in order to determine the size of the mobile labor resources reserve, the author considers it necessary to single out, from among all those employed at housework and in private subsidiary farming, those who are married and single people, and among the latter, those under age 30. His other suggestion concerns organizing separate record-keeping on adolescents and pensioners employed in social production. The work also makes concrete proposals on improving statistical information for the compilation of the labor resources balance of a city.

At the same time, the author's proposal to broaden the rights of local USSR Goskomtrud [State Committee for Labor and Social Questions] agencies to supervise the use of manpower at enterprises (pp 86, 212) is too late. These services have had such rights since late 1976. In our opinion, the book delineates regional features of labor resources distribution and use insufficiently boldly. The comparative data given in many tables on the USSR, UkrSSR, Southwestern region, Carpathian region and L'vovskaya Oblast are not always corroborated by revelation of the causes and factors at the basis of particular regional differences.

However, the presence of individual shortcomings does not reduce our overall positive evaluation of this monograph, which is devoted to important theoretical and practical questions.

COPYRIGHT: Izdatel'stvo "Pravda", "Voprosy ekonomiki", 1979

11052
CSO: 1823

FOR OFFICIAL USE ONLY

TRANSPORTATION

RAILWAY CONSTRUCTION GOALS SURVEYED

Moscow PUT' I PUTEVOYE KHOZYAYSTVO in Russian No 10, 1978 pp 1-3

[Article by G. Kh. Savchenko, chief of the Main Administration of Capital Construction of the Ministry of Railways: "Specific Tasks for Builders"]

[Text] Order No 30Ts of the Ministry of Railways defines the specific tasks facing railway workers in light of the decree of the CC CPSU and USSR Council of Ministers, "On Measures for the Further Development of Rail Transport in the Years 1976-1980." The order outlines, in addition to the solution of long-range problems of operations activity, the most important directions in the further development of the railway network and points out "bottlenecks" in production whose elimination will enable one to obtain additional reserves.

The Main Administration of Capital Construction has drafted concrete measures according to the order, which envisage cooperation by all sectorial administrations of the Ministry of Railways, railroads and contracting organizations and are directed toward fulfilling the assignments for the third year of the 10th Five-Year Plan for making capacities and projects operational, as well as toward ensuring efficient utilization of capital investments, raising the quality of work and reducing the estimated cost of construction. A special working group has been created in the main administration, a group which systematically supervises the course of fulfillment of the measures that have been approved and takes operations measures to eliminate the causes holding back the course of construction projects.

In 1978, 170 million rubles more than in the previous year were earmarked for development of projects for rail transport. There are 635 km of new lines that will be built and put into operation, more than 3,000 km that will be equipped with an automatic block system and electronic interlocking (centralized control) of switches and more than 200 km of station track that will be laid, all of the above to be done on the following routes: Nakhodka—Omsk—Sverdlovsk—Gor'kiy—Moscow, Kurgan—Chelyabinsk—Penza—Georgiu-Dezh—Valuyki, Smyslyayevka—Zhigulevskoye More—Syzran', Chelyabinsk—Orsk—Orenburg—Kinel'—Pugachevsk—Sennaya—Kochetovka, Moscow—Valuyki—Kondrashevskaya—Rostov—Krasnodar—Sochi, Krivoy Rog—Dolinskaya—Pomoshnaya, Kotovsk—Ternopol'—L'vov—

FOR OFFICIAL USE ONLY

Sambor—Chop, and Petropavlovsk—Tselinograd—Karaganda—Mointy—Chu. The opening of traffic on the new Krasnodar—Tuapse line will create the shortest outlet from Rostov to the Black Sea and will relieve congestion on the single-track stretch from Armavir to Tapuse, which has been placing a limit on the traffic carrying capacity. In order to provide for haulage of timber out from Northern Sakhalin, a new line will go into operation during the current year.

Transport services to the oil and gas deposits in the north of Tyumenskaya Oblast will substantially improve after the Tobol'sk—Surgut—Urengoy line is put into operation.

In connection with the growing volumes of shipments in this region, measures have been outlined to boost the traffic carrying capacity of the Tyumen'—Tobol'sk—Surgut line. New lines are also being built on the following routes: Vladimir-Volynskiy—Grubeshuv, Novosergiyevskaya (Pogromnoye)—Pugachevsk, Muraptalovo—Orenburg, Agryz—Krugloye Pole, and others.

In compliance with Order 30Ts, second tracks and double-track insertions are being built on the freight-intensive sections of the railroads of the Central regions of Russia, the Ukraine, Kazakhstan, Siberia and the Far East.

Construction of second tracks has been completed on the Moscow—Kazan'—Sverdlovsk route. The putting into operation of bridges at the city of Murom over the Oka River and at the city of Vyatskiye Polyany over the Vyatka River will enable an increase in the traffic carrying capacity of the entire route by 15 to 20 percent. However, the Yudino station continues to remain a "bottleneck," where track development has not been completed, a fact which today hampers the reclassification of rolling stock. It has been planned to reconstruct the station fully in 1979. The elimination of the "bottlenecks" in the traffic carrying capacity of the railroads has been accelerated considerably, thanks to the organization of construction of second tracks and station development by virtue of amortization (depreciation) deductions destined for capital repairs.

During the six months of the current year, 157 km of second tracks have been put into operation. This work is being carried out in an especially intensive manner on the Alma-Atinskaya [Alma-Ata] RR, whose collective, working in close collaboration with the builders, has put 61 km of second tracks, including 42 km ahead of schedule, into operation during the first half of the year.

Deserving of attention is the initiative of the Zapadno-Kazakhstanskaya [Western Kazakhstan] RR in speeding up construction of second tracks. Thus, the collectives of the enterprises of the Aktyubinsk Branch of the railroad built 15 km of second tracks in a short period of time with the help of local organizations and with the active support of oblast Party organs, which has, to a significant extent, enabled the speeding up of the pulling of trains out of marshaling yards and an increase in the traffic carrying capacity of the sections.

Construction of second tracks is successfully underway on other spans of this railroad as well, including those being done by virtue of funds for capital

FOR OFFICIAL USE ONLY

repairs. There is every reason to think that the annual plan for putting second tracks into operation on the railroad will be overfulfilled.

Electric power supply and electrification are being intensified on the Derbent--Makhaohkala, Grozny--Gudermes, Merefa--Lyubotin, Krasnodar--Tuapse, Chudovo--Irsa and other sections, which will not only increase the traffic and carrying capacity of the lines, but will also substantially increase labor productivity and reduce operating expenditures.

Great attention is being paid in Order No 30Ts to the development of junctions and stations. During the current year, the lengthening of station and receiving and shipping tracks and the equipping of switches with electronic interlocking (centralized control), as well as the performance of other jobs are envisaged at the Orsha, Bekasovo I, Yudino, Batevo, Yasinovataya, Razdel'naya, Nasosnaya, Syzran' I, Arys', Berzhniki-Sortirovochnaya [Berzhniki Marshaling], Khasan and other stations. Putting a second line into operation at the Bekasovo I station will, for instance, permit one to divert trains onto the respective routes without running them into Moscow.

The need for a further rise in the efficiency and quality of work is also stressed in the order. In capital construction, this means, to begin with, a growth in putting capacities and projects into operation that outstrips the growth of capital investments, with a simultaneous reduction in the volume of unfinished construction and high quality in construction and installation work.

The Main Administration of Capital Construction and other administrations of the Ministry of Railways are carrying out a combination of measures directed toward the improvement of construction, in particular, toward improving the planning of capital investments, the development of cost accounting, the widespread utilization of highly efficient machines and mechanisms and the improvement of planning decisions, the broadening of the material and technical base of construction and a growth in the level of organization of production.

The main administration has approved the "Basic Directions in Improving Quality in Railway Construction for the Five-Year Plan, 1977 [sic]-1980." As a result of the measures being taken, the quality of construction of projects is significantly rising. Traffic speeds for trains are, as a rule, being set at rates no lower than 60 km/hr on new lines and second tracks being put into operation.

In order to improve the quality at the commissioning of second tracks, the Ministry of Railways has banned the approval on railroads of formal documents for putting them into operation irrespective of length. The strengthening of quality control in construction on the part of the customer is being carried out locally.

A considerable volume of work on projects linked with strengthening traffic and carrying capacity and on construction of housing and objects for cultural and personal services purposes is being performed by railway construction and installation trusts, in addition to the Ministry of Transport Construction.

FOR OFFICIAL USE ONLY

In 1978, the construction subunits of the Dorstroytrest's [Railroad Building Trusts?] will carry out the development of 15 marshaling yards and six freight stations, the expansion and renovation of 15 basic locomotive and 13 railcar depots, the lengthening of tracks at 180 stations, the modernization of the Murov and Dnepropetrovsk switch-building plants [strelachnyye zavody?] and work on an entire series of other projects. Besides this, railroad builders must put 605,000 square meters of housing, 33 kindergartens with 5,660 spaces, eight schools with 3,124 seats, four hospitals with 460 beds, four polyclinics, three tekhnikums and other objects for cultural and personal services purposes into operation during the current year. The majority of them are being turned over for operations in compliance with approved schedules.

Among the numerous collectives of railroad builders, of particular note were the successes achieved by the collective of SMP [Construction and Installation Train] No 636 of the Dorstroytrest of the Zapadno-Kazakhstanskaya RR, which fulfilled the plan for the first half of the year by 14 June and over the six months additionally assimilated 260,000 rublas in construction and installation work and achieved a high engineering level at the projects and a minimum turn-over in personnel.

Bridge and tunnel organizations of the Dorstroytrest's are performing capital repairs and rebuilding artificial structures, are improving the earthen track bed and erecting coastal fortifications and landslide-protection structures. It has been planned in 1978 to replace obsolete spans on middle-sized and large bridges with a total weight of nearly 8,000 tons, to reconstruction 310 small bridges and to perform a large volume of work on the reconstruction of tunnels and a series of other measures linked with strengthening structures.

The majority of bridge and tunnel jobs must be performed under conditions of intensive train traffic; hence, there is immense significance in the proper organization of and efficient production technology for all operations performed in the "windows" between trains. The collective of Bridge Train No 61 of the L'vovskaya [L'vov] RR is effectively utilizing its potentials and, during one "window," replaced spans simultaneously on seven bridges. The bridge builders of the railroad will also perform their jobs during "windows" assigned to track service employees and construction organizations of the Ministry of Transport Construction.

During the six months of the current year, the Dorstroytrest's have fulfilled the plan for contract work and the assignment for turning housing over for operations and the goals for labor productivity and profit. The plan for construction and installation work was realized for the ministry as a whole and new lines, second and station tracks, an automatic block system and electronic interlocking (centralized control) of switches have been put into operation.

Unfortunately, the plan for capital construction on the existing railway network, which is being carried out by contract organizations of the Ministry of Transport Construction, has been underfulfilled.

FOR OFFICIAL USE ONLY

The Collegium of the Ministry of Railways, attaching exceptionally great importance to the intensification of traffic and carrying capacities and to the improvement of housing conditions and cultural and personal services conditions for railway workers, has examined the course of construction and installation work on the basis of the results of plan fulfillment for seven months and has adopted a series of specific measures directed toward elimination of the causes holding back the process of putting projects for rail transport into operation, with the aim of eliminating the lag. It has directed particular attention to the maximum reduction possible in the periods of time required for construction by taking into consideration the socialist pledges that collectives of builders and railway workers adopted in response to the appeal of the CC CPSU, USSR Council of Ministers, AUCCTU and Komsomol CC, "On All-Union Socialist Competition to Raise Efficiency in Production and to Improve the Quality of Work and for the Successful Fulfillment of the Plan for the National Economy for 1978."

Strict fulfillment of the points in Order No 30Ts will help to uncover additional reserves for the elimination of "bottlenecks" in the work of enterprises of rail transport and to heighten the efficiency of the entire transport process.

COPYRIGHT: Izdatel'stvo "Transport", "Put' i putevoye khozyaystvo", 1978

8663

CSO: 1823

END